



CUMBERSOME WORK PRACTICE GROUP

SEALED BEARINGS ISSUE

BACKGROUND

- 🐞 THE CUMBERSOME WORK PRACTICE GROUP DISCOVERED THAT THOUSANDS OF MOTORS ON EVERY SHIP ARE UTILIZING “NON-LUBRICATED” BEARINGS

PROBLEM

- “NON-LUBRICATED” BEARINGS INCREASE THE FREQUENCY OF PMS MAN-HOURS AND REQUIRES THE DISPOSAL OF HAZMAT (SUCH AS GREASE, RAGS, ETC.)

RECOMMENDED COURSE OF ACTION

*** UTILIZE SEALED BEARINGS**

- THE AVERAGE COST OF THE “NON-LUBRICATED BEARINGS IS \$15.97
- THE AVERAGE COST OF THE SEALED BEARINGS IS \$24.63
- HOWEVER, THIS WILL BE CONSIDERED A “BEST VALUE” OVER A PERIOD OF TIME..... DUE TO FACTORS OF:
 - HAZMAT
 - PMS

BENEFITS

- ▮ **FIELDING OF SEALED BEARINGS THROUGHOUT THE FLEET WILL RESULT IN A 37 MAN-YEAR SAILOR WORKLOAD REDUCTION ACROSS THE FLEET**
- ▮ **SEALED BEARINGS WILL REDUCE PMS AND HAZMAT AND PROTECT THE MOTORS FROM HIGH HUMIDITY, SALT AND WATER EXPOSURE**

CONSIDERATIONS

- THE COST ASSOCIATED WITH THE APL CONVERSION PER SHIP CLASS (BASED ON INITIAL ESTIMATES FOR 10,322 APLS) IS APPROXIMATELY \$780K @ A REPORTED \$600 MAN-DAY RATE
- WE HAVE TO DEVELOP COSTS TO UPDATE TECHNICAL MANUALS AND MRC CARDS
- THE COST TO REMOVE NON-LUBRICATED BEARINGS AND OUTFIT WITH THE SEALED BEARINGS

FUTURE STRATEGY

DOES THE FLEET WANT TO PROCEED?

- TAKE PROPOSAL BACK TO MAINTENANCE PERSONNEL FOR THEIR REVIEW

FOLLOW UP AT THE NEXT FLSIC:

- INSTEAD OF REPLACING THE “NON-LUBRICATED” BEARINGS ON ALL 10,000 APLS WE WILL DEVELOP BEARING APLS AND PUT THEM ON TEST SHIPS ON THE EAST/WEST COAST TO SEE IF THIS PROCESS WILL FACILITATE REPAIR